

branch circuits, one of which may be an emergency branch circuit.

(b) *Lights in machinery spaces.* Alternate groups of lights in an engineroom, boilerroom, or auxiliary machinery space must be arranged so that the failure of one branch circuit does not leave an area without light.

(c) *Illumination of passenger and crew spaces.* (1) Each space used by passengers or crew must be fitted with lighting that provides for a safe habitable and working environment under normal conditions.

(2) Sufficient illumination must be provided by the emergency lighting source under emergency conditions to effect damage control procedures and to provide for safe egress from each space.

(d) *Berth lights.* Each crew berth must have a fixed berth light that is not wired with a flexible cord. The berth light must have minimum horizontal projection so that the light may not be covered with bedding.

(e) *Exit lights.* Each exit light required on passenger vessels under § 112.15-1 of this subchapter must have the word "Exit" in red block letters at least 2 inches (50 mm) high.

(f) *Pilot ladders.* There must be a means for lighting each station from which a pilot may be deployed.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28282, June 4, 1996]

§ 111.75-16 Lighting of survival craft and rescue boats.

(a) During preparation, launching, and recovery, each survival craft and rescue boat, its launching appliance, and the area of water into which it is to be launched or recovered must be adequately illuminated by lighting supplied from the emergency power source.

(b) The arrangement of circuits must be such that the lighting for adjacent launching stations for survival craft or rescue boats is supplied by different branch circuits.

[CGD 94-108, 61 FR 28282, June 4, 1996]

§ 111.75-17 Navigation lights.

Each navigation light system must meet the following:

(a) *Feeders.* On vessels required to have a final emergency power source by § 112.05-5(a) of this chapter, each navigation light panel must be supplied by a feeder from the emergency switchboard (see § 112.43-13). The feeder must be protected by overcurrent devices rated or set at a value of at least twice that of the navigation light panel main fuses.

(b) *Navigation light indicator panel.* Each self-propelled vessel must have a navigation light indicator panel in the navigating bridge to control side, masthead, and stern lights. The panel must visually and audibly signal the failure of each of these navigation lights. Each light source must be connected to a separate fused branch circuit. The panel must have a fused feeder disconnect switch, and the fuses must have at least twice the rating of the largest branch circuit fuse and must be greater than the maximum panel load.

(c) *Dual light sources.* Each self-propelled vessel must have duplicate light sources for the side, masthead, and stern lights.

(d) *Navigation lights.* Each navigation light must meet the following:

(1) Meet the technical details of the applicable navigation rules.

(2) Be certified by an independent laboratory to the requirements of UL 1104 (incorporated by reference; see 46 CFR 110.10-1) or an equivalent standard under 46 CFR 110.20-1. Portable battery powered lights need meet only the requirements of the standard applicable to those lights.

(3) Be labeled with a label stating the following:

(i) "MEETS _____." (Insert the identification name or number of the standard under paragraph (d)(2) of this section to which the light was type-tested.)

(ii) "TESTED BY _____." (Insert the name or registered certification mark of the independent laboratory that tested the fixture to the standard under paragraph (d)(2) of this section).

(iii) Manufacturer's name.

(iv) Model number.

(v) Visibility of the light in nautical miles.

(vi) Date on which the fixture was type-tested.